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# A BILL FOR AN ACT

RELATING TO TRANSPORTATION.

**BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:**

1           SECTION 1. The legislature finds that Lahaina is situated  
2 in West Maui and is a significant economic engine contributing  
3 considerable amounts of general excise tax and transient  
4 accommodations tax revenues, stemming from tourism activity, to  
5 the economy of the State. The distance from central Maui to  
6 Lahaina is only twenty-four miles, yet the trip by motor vehicle  
7 between the two points easily takes more than one hour. During  
8 the whale watching season or during other peak visitor periods,  
9 that trip takes considerably longer. The only road into and out  
10 of Lahaina is a two-lane, undivided state highway that is being  
11 eroded into the ocean in several places.

12           In November 2012, the department of transportation  
13 completed the first segment of the long-awaited Honoapiilani  
14 highway project, also known as the Lahaina bypass, between  
15 Lahainaluna road and Keawe street. The department is reportedly  
16 moving ahead on the next phase of a bypass around Lahaina, a  
17 \$38.6 million project that will stretch south to Olowalu and is



1 expected to ease traffic congestion. While this will help, it  
2 will not resolve the safety issues that plague a six- to eight-  
3 mile stretch from Olowalu down to Papalaua wayside park. This  
4 stretch of highway is the most vulnerable to sea level rise and  
5 ongoing erosion. Waves and debris often wash over the road  
6 creating dangerous driving conditions.

7 The legislature further finds that West Maui should be  
8 connected to the Lahaina bypass road. The department of  
9 transportation awarded a contract in June 2016, for construction  
10 of the Lahaina bypass 1B-2 phase to start at the southeastern  
11 terminus of the previous bypass phase (Lahaina bypass 1B-1) at  
12 Hokiokio road and continuing approximately 2.7 miles to the  
13 southeast to the proposed southern terminus at the Honoapiilani  
14 highway (state route 30). The estimated contract completion  
15 date is January 2018. However, the legislature believes the  
16 construction project does not completely connect West Maui to  
17 the Lahaina bypass, particularly in times of emergencies when  
18 first responders need to connect with a highway expeditiously in  
19 order to save lives.



# H.B. NO. 53

1           The purpose of this Act is to authorize the issuance of  
2 general obligation bonds to add an extension to the Lahaina  
3 bypass road.

4           SECTION 2. The director of finance is authorized to issue  
5 general obligation bonds in the sum of \$40,000,000 or so much  
6 thereof as may be necessary and the same sum or so much thereof  
7 as may be necessary is appropriated for fiscal year 2017-2018  
8 for design, plans, material, construction, and equipment for an  
9 extension of the Lahaina bypass road from north Keawe street to  
10 beyond Puukolii road.

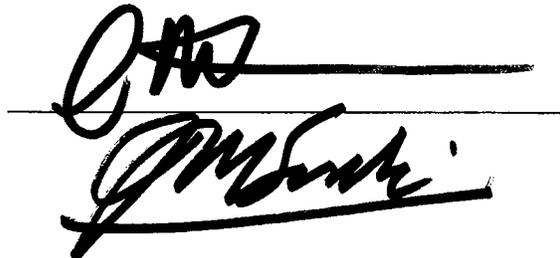
11           The sum appropriated shall be expended by the department of  
12 transportation for the purposes of this Act.

13           SECTION 3. The appropriation made for the capital  
14 improvement project authorized by this Act shall not lapse at  
15 the end of the fiscal biennium for which the appropriation is  
16 made; provided that all moneys from the appropriation  
17 unencumbered as of June 30, 2020, shall lapse as of that date.

18           SECTION 4. This Act shall take effect on July 1, 2017.

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INTRODUCED BY:



# H.B. NO. 53

**Report Title:**

Department of Transportation; GO Bonds; Lahaina Bypass  
Extension; Appropriation

**Description:**

Authorizes the issuance of general obligation bonds for design, plans, material, construction, and equipment for an extension of the Lahaina bypass road from north Keawe street to beyond Puukolii road.

*The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.*

